(d) As per the revised Government sanction, Phase-I of the Project is scheduled for completion by December 2005.

Salary of IAF pilots

3015.SHRI DATTA MEGHE: Will the Minister of DEFENCE be pleased to state:

(a) whether there is a big gap between the salary of Indian Air Force(IAF) pilots and experienced pilots in commercial airlines;

(b) if so, the details thereof;

(c) the sanctioned strength of pilots in IAF and the present number of pilots with the IAF;

(d) whether Government have taken any measures to raise the salary and other perquisites of IAF pilots so that they are not lured by commercial airlines; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) The job profile and job requirements of the pilots in the Indian Air Force (IAF) and the pilots in commercial airlines are different and not comparable. The sanctioned strength of pilots in the IAF is 3263 and the actual strength is 2922 (as on 1-8-2005). The improvement in the job profile of the IAF pilots is a continuous phenomenon keeping in view the job specific requirements and operational necessity.

Siphoning of diesel meant for army

3016. SHRI JANARDHANA POOJARY: Will the Minister of DEFENCE be pleased to state:

(a) whether a truck load of diesel meant for the Army was siphoned-off and replaced with water recently;

(b) if so, the details, with details of the inquiry, if any, constituted to inquire into the matter;

(c) whether there is any mechanism in place for monitoring the quality and quantity of Army supplies, across all categories, to ensure that only appropriate type of supplies reach the Army and its personnel;

(d) if so, details in this regard; and

(e) what measures are proposed to be taken to make quality inspection more stringent to prevent recurrence of such incidents in the future?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (e) An incident of diesel pilferage in the Ladakh area was detected on 16th July, 2005. A First Information Report (FIR) has been lodged with the Civil Police by the Army authorities and 7 truck drivers involved in the incident have been remanded to judicial custody. A Court of Inquiry conducted by the Army authorities reveals a nexus between the Indian Oil Corporation officials, transport agencies, truck drivers and certain Army officials to fraudulently supply water instead of fuel.

Army authorities have initiated suitable disciplinary action as per Military Law, against the Army personnel.

A mechanism exists for monitoring the quality and quantity of Army supplies. The procedure adopted involves detailment of an independent Board of Officers, without any functionary from the concerned depot/ unit, to check the quality and quantity of the supplies received. The Bulk Petroleum Lorries deployed for supply of petrol, diesel and kerosene are locked by the oil companies. Each Bulk Petroleum Lorry is locked with 2 locks. One master key is kept with the Indian Oil Corporation Terminal Manager and two copies of the master keys are kept with the Officer "Commanding the consignee depots. The said key cannot be duplicated as confirmed by Indian Oil Corporation officials.

Implementation of Food for Work Programme

3017. SHRI VIJAY J. DARDA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether it is a fact that a recent survey undertaken.of six districts, Badwani, Dungarpur, Palamau, Purulia, Sonebhadra and Surguja by a Delhi University and JNU combined team relating to the Working of National Food for Work Programme has given a very alarming picture about its tardy implementation;

(b) if so, were the anticipated targets fixed during the first six months of the launching of this scheme fulfilled in these six districts in particular and generally in other 144 districts; and